

MARINE MEMORANDA

Another Bunch of Bar-Bounds Get to Sea.

SENATOR DUE THIS MORNING

News of a Day Along the Astoria Waterfront—Arago Arrives at Knapp-ton—Alice Cummings Still Aground—Note and Comment.

The steamer Vanguard is busy these days warping log-rafts from Gray's Harbor into Blind Slough for the Wilamette Pulp & Paper Company.

OR for the Bay.

Captain L. C. Heilner, local light-house inspector, left Portland last night for San Francisco, where he will take part in the second court-martial of Ensign Wade, who was on the Bennington at the time she blew up.

She Followed Suit.

The Geo. W. Simons, operated by the Regulator Line, the same company that owns the Bailey Gatzert, followed the example of the latter steamer and bumped into the rocks just below the Cascade Locks.

Maris, and to Simons will probably be brought to Portland today.

No Reason Known.

It has developed that Captain J. Tremaine Smith, of the Pacific Mail Steamship Company's steamer Siberia, whose death was announced several weeks ago, committed suicide, by cutting his throat with a razor.

FLOTSAM AND JETSAM.

The steamer Catarina was the only arrival among the self-motors over the bar yesterday.

The steamship Senator is due down from Portland early this morning, en route to San Francisco.

The steamer Aurelia is due from Portland this morning with half a million feet of lumber for the Bay City.

The schooner Admiral came from Westport, on the lines of the Harvest Queen, yesterday, and will go to sea on the first available tide.

A big tramp steamer, flying the British colors, was noted off the bar yesterday afternoon, but too far off to discover her numbers and name.

The British ship Oweenee broke the line on the hitherside of the Columbia bar yesterday, and sped on her way to Europe with the setting of the sun.

The French bark Hoche, after a long wait in the lower bay, for an available bar, went to sea yesterday, glad enough to take the "open" once more.

The French bark Bretagne, Captain Ferlicot, grain laden for Europe, came down on the Oklahama's hawsers yesterday outward bound. She is at anchor in the lower harbor.

The four-masted schooner Arago arrived in yesterday noon and was towed

direct to Knapp-ton where she will load lumber outward for San Francisco, again.

The British bark Afon Alaw, Captain Davies, from Junin, crossed in yesterday afternoon and is at anchor in the lower harbor.

The German steamship Arabia, with a cargo of food stuffs for China and Japan, went out over the bar yesterday, after nine days waiting for a passable barrier.

The British steamship Strathmore, was another of the bar-bound fleet to break away for "far Cathay" yesterday.

The steamer Alice Cummings, almost derelict at the mouth of Eokolium creek, is still hard and fast, with that twenty-foot rip in her hull, with the steamer Oregonian standing by.

At sun down yesterday a three-masted ship, supposed to be the Clackman-shire (British), was seen off the heads. She has been reported off the bar here before.

The Lurline got away in season last night. The following people were on her state-room list: W. L. Robb, H. Konehe, C. R. Donahue, C. D. Howell, Mrs. G. B. Shanahan.

The steamer Jordan arrived on time yesterday morning on her river and harbor circuit and among her passengers were noted: Mr. and Mrs. John Herron, C. L. Silverman and Peter John, all of Skamokawa.

A report from Seattle, yesterday, says: "The ship Aginoo left Saginaw Bay, Alaska, bound for Yokohama, Japan, October 24th, and has not been reported since. She was loaded with 1500 tons of salt salmon. The vessel was under charter to C. H. Lilly & Co., of this city. Officers of the company state that they fear she has foundered in one of the heavy gales. The average passage to Yokohama is 40 days for sailing vessels. About 16 people were on board."

Church

Notices

First Baptist.

At the Baptist Church today service preparatory to the week of prayer will be held. The sermon topics are as follows: "The Spirit and the Fire"; and "Grieving the Spirit of God."

Norwegian M. E. Church.

Rev. C. Aug. Peterson, the pastor, will preach at 11 a. m. and 8 p. m., Sunday School at 10 a. m.; Mr. Albert Carlsen, superintendent; Young Peoples' Meeting at 7 p. m.; Rev. E. L. Nanthrup, leader. Mass meeting of the Scandinavian Temperance Society at the Lutheran Free Church at 3 p. m. Revival services will be held in the Norwegian M. E. Church every evening except Saturday during January. Rev. H. P. Nelsen, of Spokane, Wash, will preach every evening from January 9th to 19th Scandinavians are cordially invited.

First M. E. Church.

There will be the regular services at the First M. E. Church today consisting of class meeting at 10:30 a. m.; preaching by the pastor at 11 a. m. and 7:30 p. m.; Sunday School at 12:15 p. m. and Epworth League at 6:30 p. m. All are cordially invited to come and worship with us. The league will be led by Dr. R. C. Eick and the subject is "Laying Foundations for 1906." The choir will render some fine music at the evening service.

Presbyterian Church.

Preaching by the pastor, Rev. W. S. Gilbert, today, morning and evening. A cordial invitation to all. Sunday School meets at 12:15; Y. P. S. C. E., 6:30.

First Lutheran Church

Rev. Gustaf E. Rydquist, pastor. Service in Swedish at 10:45. Evening service the pastor will speak on the subject, "The Visit of the Wise Men to Bethlehem" or "Majesty in Lowliness." The choir will render special selections at each service.

Week of Prayer.

The week of prayer will be observed by the down town church in union meetings. The first being held Monday night at the Baptist Church. Pastor Grimm of the M. E. Church will be the leader. Everybody is cordially invited to these services.

Services this morning in the First Congregational Church at 11 o'clock and this evening at 7:30, conducted by Rev. Jones of Portland.

WOULD GO TO JAIL

If They Refused to Answer Questions in Missouri.

SAYS ATTORNEY GENERAL

State's Attorney States That Law in Missouri Compels Witness to Answer Questions—Will Force Standard Oil Crowd to Tell What They Know.

NEW YORK, Jan. 6.—"In Missouri a notary or commissioner can send a witness to jail for refusing to answer questions," said Attorney-General Herbert S. Hadley of Missouri last night, after hearing evidence before Commissioner Frederick H. Sanborn in the suits brought by the State of Missouri against the Standard Oil Company and subsidiary concerns.

"The refusals of recalcitrant witnesses to answer question will not be certified to the Supreme Court day by day," he continued. "We'll wait till we've got enough to make it worth while. It would be playing right into the Standard Oil's hands to do business piecemeal."

Concerning the action of attorneys for the Standard Oil Company invoking a section of the code which compelled the commissioner to take down the testimony in longhand, Mr. Hadley said:

"In insisting upon this archaic method of taking testimony the attorneys for the Oil Trust are pursuing their usual plan and policy of non-exposure, delay, and objection. It is plainly their purpose by insisting on taking the testimony in longhand to wear me out and to closing the hearing in the hope that public interest will wane, but it is hard to wear out a Missourian, especially a Missourian in New York and I guess I can stand it as long as they can. No matter how they drag the hearing out,

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FANCY BRANDS Canned Fruit Vegetables etc. "Griffin Extras" Peas, Beans, Etc. ASTORIA GROCERY Phone: Main 681 323 Commercial St. youngsters, have reason to be pleased with the substance of the work. ILWACO HARBOR STATUS. New Phase in Situation Rendering it "Almost Hopeless." The Oregonian of yesterday has this to say about the proposed improvements at Ilwaco harbor. The news emanates from its Washington bureau, and is of decided interest. It says: "The Secretary of War today sent to Congress the report of the army engineers on the proposed improvement of Ilwaco harbor, on the Columbia River. Major Langitt and other local engineers who examined this harbor recommended its improvement to the extent of an eight-foot channel to the wharves. This can be accomplished for \$39,000, but it will cost \$13,000 a year for maintenance. They state that the commerce of this port does not justify such expenditure, but believe the government should provide an adequate channel in order to afford satisfactory water communication with Fort Canby, located just beyond Ilwaco. "General McKenzie, Chief of Engineers, does not concur in the recommendation of his subordinates. He takes the position that the army engineers are interested only in improving waterways in the interest of commerce. This improvement being primarily of benefit to the army, should be made at the expense of the army. This view will be concurred in by the river and harbor committee, so, if Ilwaco harbor is ever improved, it must be by special act of Congress, and not by authority of the river and harbor bill."